

Intercity bus program gets first big push

A modest but significant first step by the state has been made toward improving service for the Oregonians who take a total of two million intercity bus trips each year.

The Legislative Emergency Board has allocated \$80,668 to the Public Transit Division to implement a five-part program aimed at upgrading intercity bus service in Oregon.

"This is the first state money for intercity public transportation," said Dennis Moore, administrator of the Public Transit Division, "and it definitely puts Oregon among the leading states in such an effort."

Moore said a 1975 study revealed bus companies in Oregon were developing financial problems. As profits declined and services deteriorated, abandonment of non-profitable routes appeared likely.

"But now we're in a position to do something about it," Moore said, "by keeping and improving bus services."

The new program includes:

- \$3,540 for bus directional signs in 20 coastal communities;
- \$24,000 to provide shelters in North Bend, Florence, Lincoln City, Tillamook, Astoria and Newport;
- \$17,300 to design and print a ticket jacket showing intercity and connecting transportation services for use by bus companies;
- \$23,333 as ODOT's share of developing two alternate plans, preliminary architectural designs, and a financial feasibility study for the proposed Portland Transportation Center and intercity bus terminal;
- \$12,495 to provide one-half the cost of a weekday, round-trip bus service connecting Dallas, Monmouth, Independence and Salem for one year.

Moore said these funds will not solve all the intercity bus problems for the 200 Oregon communities dependent on that service, but it is a "significant first step."

Poll results show support for surcharge

A statewide poll taken in July reveals strong support for the \$2 out-of-state camping surcharge.

GMA Research of Portland telephoned 600 Oregonians, asking them whether they favored charging non-residents the extra fee.

Sixty-eight percent favored the extra fee, 24 percent opposed it and eight percent were undecided. The surcharge was most strongly supported in the Portland area and least supported along the coast.

Support tended to drop as the age of respondents increased. Only 49 percent of those age 65 and older supported it.

Support increased with income. While 53 percent of the respondents with annual incomes of less than \$5,000 voiced support, 77 percent of those with incomes of \$25,000 or more favored it.



Sun, sand and cool reflections. Dale Moore, park naturalist at Beverly Beach, explains what causes waves and how sand is formed to young visitors at the park, as they "saw for themselves" in the tide. Later, he taught them relays and a little about the local history. Moore and other naturalists are part of a popular summer program at state parks throughout Oregon. For more details, see story on page 4.

Maintenance to improve image

The highway maintenance worker is the most "visible" employee in the division. Hundreds of motorists get a glimpse of him in action—or inaction—as they drive past.

If the motorists see the maintenance worker plowing snow, or patching potholes, or clearing brush and weeds in the right of way, they may form a good impression of ODOT and its employees.

But if they see him "leaning on his shovel," or sitting in the shade having a cup of coffee, they may form an entirely different impression of public employees and how their tax dollar is being spent.

The "image" of the maintenance worker is the subject of a task force

appointed recently by State Highway Engineer Scott Coulter.

Headed by Rick Kuehn, District 3 engineer, the group will determine public attitudes about maintenance workers, how workers themselves feel about their image and ways of improving it.

Also on the task force are Harry Woodward, District 2C engineer; Verl Tunison, Sylvan maintenance supervisor; R. L. Hughes, Albany

maintenance supervisor and Richard Moffitt, Salem maintenance supervisor.

The problem, as the maintenance force sees it, is identity. Maintenance workers aren't the only ones working on roads. County, city personnel and contractors are often confused with state workers. They look alike, dress alike and their equipment is identical. This is especially true in metropolitan areas, like Portland, Salem and Eugene.

Continued on p. 2

Flash floods brings chaos to Central Oregon crews

An area of Oregon that normally gets little rainfall suddenly got buckets of it in a hurry over the July 1 weekend. The results were chaotic.

Bridges went out, roads were blocked, the towns of Kimberly and Spray on Highway 19 were cut off, and Highway Division crews worked round-the-clock to reopen the highways.

But as fast as they opened an area, more rains would wipe it out again.

Walt Sullivan, assistant district engineer in Pendleton, describing some of the action, said the floods first hit the Kimberly-Spray area on Friday, June 30, washing out the Snabel Creek Bridge.

The crews opened a detour, but on Saturday night, another flood washed it out. Undaunted, the crew built another detour. Then on July 7, this, too, was washed out, although the bridge wasn't damaged again.

Sullivan said the damage extended from the Mitchell junction of Highways 19 and 207 to Picture Gorge at the junction of Highways 19 and 26. This

included the John Day, Heppner-Spray, Kimberly-Monument, and Kimberly-Long Creek highways, all of which were closed for varying periods of time.

Mud and debris, which washed off the hills onto the highways, were the chief culprits in these closures.

The John Day, Heppner and Ukiah crews and the extra gang all worked valiantly to keep the roads open, Sullivan said, adding that he really appreciated the extra manpower and equipment from Bend and LaGrande.

Sullivan noted that it may take four to five months to clean up the damage.

Cost of repair is expected to approach \$500,000, with three bridges to be replaced on the John Day Highway (Hwy. 19) — the Snabel, Bologna and Bone Creek bridges.

Because they were timber bridges near the end of their life span, the Highway Division deemed it more economical to replace them with concrete slab spans.

Bids will be let in August.

Inside

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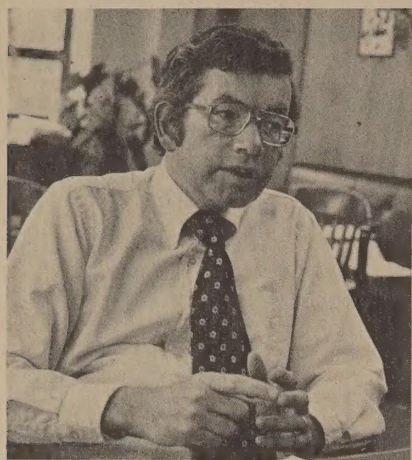
There's more than nudes to crow about at Rooster Rock, p. 7.

DMV's alliance with OSU pays off, p. 5.

It's amazing what Velma Mays can pull out of the back of her mind, p. 8.

Director's corner

BOB BURCO



We're in the midst of one of our biggest construction years ever . . . at the same time, we are trying to squeeze out adequate maintenance dollars for our next biennial budget.

As commission and staff move closer to a final budget to submit to the Governor's Office, we have made several decisions which will improve our financial forecasts for the next several years.

These include adopting new administrative fees for DMV records, carrying over some state construction funds for the next biennium, revising revenue forecasts upwards on the basis of better data we've collected, and eliminating some lesser-valued programs.

All in all, the budget, to be submitted by the end of August, shows a brighter future, compared to what we forecasted in June. Commitments from the governor to reduce ODOT's state police funding by 10 percent, and to provide \$6 million of General Funds for the Parks Branch have added to the stronger fiscal base.

We'll still be under-staffed in highway maintenance, and below desired program levels in the Parks Branch, but there are some potential sources of revenue that may come out of the next Legislature to fill the gaps.

Congress drags feet

Little has happened in the Congressional arena in the past few months. State DOTs are increasingly worried that Congress won't act on a new Surface Transportation Bill by Oct. 1 (the start of the next fiscal year).

A key player in the negotiations is Congressman Al Ullman, chairman of the Ways and Means Committee. House version of the Surface Transportation Act has been held up in this committee for a month over concerns dealing with the proposed extension of the Highway Trust Fund. We hope Ullman can get his committee to agree on the matter within the next few weeks.

Feds to study transit here

August is ODOT's month to host an array of state and federal transportation officials.

We will host federal officials visiting here to study our small community and rural transit programs. Representatives from the Urban Mass Transportation Administration and the Federal Highway Administration will use their discoveries here to help shape a federal program made possible by the Surface Transportation Act.

Oregon hosts COSDOT

About 20 state directors of transportation will get together in mid-August, as ODOT hosts the Conference of State Departments of Transportation (COSDOT) at Timberline Lodge. We look forward to productive discussions of common problems, as well as showing our visitors the progress we've made on the Jackson (I-205) bridge, the Banfield corridor, and Tri-Met's transit mall.

Federal officials from all transportation modes will discuss current programs. Representatives from the White House will also attend to discuss President Carter's recent national urban policy.

Way Back When . . .



The art of road making has come a long way since the days of this rudimentary rock crushing machinery. Rock was crushed in the tower, and delivered via this steam-powered wagon. The above scene was taken during Jackson County's early road building efforts, sometime in the early 1900s. The county had voted to sell \$1,500,000 in bonds to build roads.

Service goes 'downhill'



Service at the Corvallis DMV office is going "downhill" for a good purpose. A wheelchair ramp was recently installed to make the building more accessible to the physically handicapped. The ramp's first customer, Laurie Larson, (above), used it the afternoon it was finished. ODOT Carpentry Foreman Ray Pierpoint, (behind), and his crew built the ramp.

Letters to the Editor

Patrol thanked

To the Editor:

We would like to let you know how much it means to us to see our Oregon highways litter free.

I was on my way to work a few days ago and noticed how much litter had gathered between exit 291 and 292 on I-5, which is near our home in Lake Grove. It was depressing. A few days later, the crews had arrived and did a grand job of clearing all the debris away.

Oregon has been our home for many years and we love it and are proud of our state. We hope everyone who comes to it will appreciate its beauty and join us in keeping it that way.

Claire M. Donne
Lake Grove

Brookings Best

To the Editor:

The Brookings Rest Area is the BEST we have ever had the privilege to stop at! The picnic area is so unique -- the rest rooms are immaculate, and the surrounding landscaping is just super.

Just wanted you to know we travelers do appreciate all of this, and had to express our gratitude!

Congratulations to the State of Oregon.

Mr. and Mrs. E. F. Stepanek
26096 Fairlane Drive
Sun City, California 92381

Good job

The following letter was written to Ron Failmezger, Region 2 traffic engineer, from Vera Erickson, a reporter for the Molalla weekly newspaper.

Dear Mr. Failmezger: Please accept my personal thank you for your courtesy and cooperation in the revision of the traffic pattern at Meadowbrook intersection this year.

Whenever the opportunity has presented itself, I have "sung your praises," because you always found time to talk to me, and answer questions and explain administrative details.

On behalf of the many area residents, who asked me to represent them, I want to express our gratitude and admiration. Sincerely, Vera Erickson.

We welcome letters to the editor

Got something to say?

VIA welcomes readers' comments on the department, its policies and programs and other employee-related matters. We'd also like to know what you think of this paper's news coverage.

Letters longer than 200 words may be edited. All letters should be signed and addressed to VIA, Public Affairs, Salem.

The problem: Crews look alike

Continued from p. 1

One group may be doing a good job, while another may be goofing off. And since most people identify road work with the Highway Division, ODOT crews get blamed for both good and poor work.

Better identification would combat the problem. Workers say they definitely want to be identified as members of the Highway Division.

One crewman suggests uniforms, such as coveralls, or hard hats with standard decals as a way to ensure identity.

Workers said they didn't mind getting blamed for something if they were at fault, because constructive criticism could lead to improvement.

Being courteous to motorists is especially important, they said. "We try to answer any question from the public," said one maintenance man.

"When there is a lane closed for work, we have often notified radio and television stations."

"Maybe a better understanding by the public on why we are doing the different work and where their tax dollars are going would help," said another.

One of the problem areas the task force will look into involves the appearance of having too much equipment or too many workers on hand. Too often, people drive by and see several workers leaning on shovels, while only one is working.

This results in a call to headquarters or a "letter to the editor." The explanation, no matter how valid, is never accepted, according to Highway personnel.

A progress report will be made to the Transportation Commission at its August meeting.

Smith-Day amendment to start from scratch

Senators L. B. Day and Bob Smith aren't going to give up.

A proposed constitutional amendment they sponsored to limit the use of Highway Funds narrowly failed to secure enough petition signatures needed to place it on the November ballot. They plan to refile the petition within two weeks and start gathering



Wally Hibbard

signatures again from scratch, this time aiming for the November 1980 ballot.

The Smith-Day amendment would limit highway user fees strictly to highway purposes. It would eliminate transfers to the State Police, Parks Branch and other agencies.

Amendment supporters needed 61,646 signatures by July 7 to get the amendment on the ballot. About 63,000 were collected.

"We needed at least 68,000," explained Al Jennings, coordinator of the petition drive, "because at least 10 percent of the signers end up being disqualified because they aren't registered voters."

"We believe we'll make it to the next ballot because now we have more time," he said.

Hibbard named

Wally Hibbard, 34, has been named manager of the State Parks Rivers Program, according to Parks Supt. Dave Talbot.

Hibbard replaces Bob Potter, who resigned, effective Aug. 1.

Hibbard will be responsible for both the Willamette Greenway and the Scenic Rivers programs in his new position.

A noted profile



The silhouette with its trademark pipe is a familiar one to many: Glenn L. Jackson, chairman of the Transportation Commission. Jackson and members of the commission visited the construction site of his namesake -- the Jackson (I-205) Bridge after a recent commission meeting in Portland. In the background is "Superlift" one of the barges used to lift and position steel pier forms.

DMV handling new law smoothly

They braced themselves for the onslaught of confusion and complaints, but "Nothing happened we didn't expect," said Bernie Hawes, manager of the DMV Driver and Vehicle Safety Branch.

The mandatory auto liability insurance law started July 1. Car owners now must prove they have insurance before the DMV can title, register or renew a registration for a motor vehicle.

Field offices throughout the state report that at least 30 percent of their customers have been turned away because they either failed to buy insurance, or bring proof that they have it.

"We expected about 25 percent would be turned away when the law started, so we're not too far off," Hawes said. "Persons unaware of the law are those who either don't watch television or read newspapers," he added, crediting a strong media and public appearance campaign for getting the word out to car owners.

"Generally, the public is taking it well. We get a few irate persons, but they're usually the ones who feel that they can't afford the insurance."

"Our administration of the new law has gone smoothly," he said.

Engineers research fog driving speeds

Some of ODOT's traffic engineering people could be accused of "wandering around in a fog" during the past seven years.

The "fog" was created by a federal research program. ODOT was chosen to conduct an extensive study on how drivers respond to fog. Specifically, ODOT was to determine what methods of signing should be used to advise drivers during dense fog conditions.

The lengthy final report was recently submitted to the Federal Highway Administration.

Oregon's fog conditions are normal, compared to other states, according to Don Wagner, traffic investigator. But when fog accidents occur, they are severe. He noted a fog-related chain-reaction collision several years ago on I-5 near Albany involving 44 cars.

ODOT's testing was started under Frank Lane in 1972. Wagner took over

were tested each night.

Drivers weren't told they'd be driving in fog, said Wagner. "They were just told to show up at the facility at midnight on a prearranged date to participate in some highway research. The fog was a well-kept secret and it really surprised most of the drivers. They found it hard to believe we could generate it."

The surprise element was essential, he added. "We needed to know how drivers would react in normal conditions, and drivers aren't normally warned in advance for fog."

Six studies were performed, each using visibilities ranging from zero to 500 feet. The first recorded normal driving habits. People were told just to drive the track. Speeds were recorded by radar.

"Drivers are confused as to the right thing to do when they encounter dense

road, turned off her lights and motor and sat inside. "We had to finally turn off the fog generator to find her," Wagner remembered, "and we walked right past her several times, missing her -- that's how dense the fog was."

The second study was to determine which speeds created the smoothest traffic flow when used as posted speeds under varying visibilities.

"A stable flow is important, because it reduces the probability of rear-end collisions," Wagner said, noting that fog accidents are generally either rear-end or run-off-the-road types of crashes.

Engineers found that while most drivers didn't drive the exact speeds posted, there is an optimum speed to post for each visibility level. When the right speed was posted, faster drivers slowed down and slower drivers speeded up, which produced a more stable flow.

"This was probably our most



when Lane left the project in 1976. Eight other engineers helped occasionally on the project.

Testing was done on a special track at Camp Adair near Corvallis during the spring, summer and early fall from 1973-77. Engineers literally created a thick fog bank for unsuspecting test drivers.

Car pile-ups?

It sounded suspicious, evoking images of loud crashes, car pile-ups and angry, frustrated drivers. But the series of driving experiments were well-planned, controlled and executed with no major problems.

Creating the fog was half the battle. It was produced by pumping water (at 550 to 700 PSI) through an elaborate network of overhead pipes and nozzles that diffused water into droplets small enough to form fog. The bank covered 100 feet of the track and was capable of producing visibilities from 500 to zero feet.

Five hundred drivers were recruited through newspaper ads to drive the two-mile track. Normally, 12 drivers

fog," Wagner remarked. "We were amazed. Not one driver pulled off the road and stopped, even though the fog was so dense that they couldn't see the front of their hood."

Good advice in avoiding a collision in dense fog, Wagner said, is to pull off the road as far as possible, get out and walk a safe distance away.

"You may get wet or even catch a cold, but in very dense fog, this is the only way to be safe," he said.

One test driver did the opposite. She stopped her car in the middle of the

'Oldtimers' picnic

An "old timers" picnic for Region 3 retirees and current employees will be held Sunday, Aug. 27 in Eugene at Armitage Park, Site B.

The potluck will start at 2 p.m., but persons are encouraged to come anytime before. Games will be held after the picnic.

Persons planning to come should contact Ray Davis, 343-5648, or call the Region 3 headquarters.

important finding," he said.

The other studies tested how drivers reacted to having other cars ahead and behind them. They also tested flashing warning lights, reflecting pavement buttons and variable message signs.

Crying wolf

The final study produced some interesting results. ODOT "cried wolf" with the drivers. The signs told them to expect fog on several runs but they didn't run into any. "We ran it again, this time with fog and they ignored the signs, often entering the bank at high speeds," Wagner said, noting that a vertical curve hid the fog bank from approaching drivers.

"This showed us that we must keep a high degree of sign credibility if we expect drivers to obey signing."

The project recommends specific sign systems for fog conditions, based on user needs. Presently, Oregon has a variable message fog warning system on a six-mile section of I-5 near Albany. It has been operating for several years, Wagner said, and "We are very pleased with the results."

Remembering...

Doris McDonald, clerical specialist in the Photocopy and Map Distribution Unit in Salem, died of cancer July 24. She was 60.

Mrs. McDonald started with the Highway Department in 1961 in the Traffic Engineering Section. She worked for the Parks Branch from 1963 to 1973, when she came to the photocopy/map unit.

Friends remember her as a spirited woman with a sharp sense of humor. "She hadn't been feeling well for the past two months, but continued working until just before she went into the hospital," said one friend. Her last day at work was July 13.

Mrs. McDonald leaves five children: a son in Alaska; two daughters in Portland; a daughter in China and one at home.

Charlie Walker, retired section foreman on the Manning maintenance crew, died July 21. He was 62.

After 34 years with the Highway Division, he had retired because of poor health in 1968. He started as a maintenance worker 2, and retired as a maintenance foreman 4.

Don Seeley, 56, former assistant in the Travel Information Section of the Highway Division in Salem, died of cancer July 25 at the Veterans Hospital in Portland.

Seeley worked for Travel from 1962-69. He will be remembered for his work on intra-state travel promotion, and Oregon's "Visitor-Host Program."

Demand grows for State naturalist programs

Want to know how the sand dunes on Oregon's south coast were formed? Curious about how logging was done in Oregon's early days? Perhaps you might want to learn how to do some sand sculpturing? Or perhaps you are a history buff and would like to know more about the state's early days.



Naturalist shows off Silver Falls.

The naturalist program offered by the State Parks Branch in nine of its more popular parks is sure to have an answer for you. The program was first started on an experimental basis in 1972 at Cape Lookout State Park and proved so popular that it has steadily grown in size and scope. Last year more than 185,000 park visitors participated in the various programs.

In 1973, the program was expanded to include Fort Stevens and Honeyman. Today, programs are also offered at Beverly Beach, Sunset Bay, Harris Beach, Champoege, Silver Falls and Cove Palisades.

"Each park offers a variety of programs with most tailored to fit a particular area," said Bob True, coordinator for the naturalist program.

True said that he had never seen it happen before but following a tour of Champoege the crowd broke out in a spontaneous burst of applause for the naturalist who had conducted the tour. The programs are well appreciated, he said.

This success is not the result of chance but of careful planning, True explained. The program is now operated under contract with Oregon State University with Professor Michael Freed in charge. Most naturalists in the

program attend OSU. Freed's classes work on new programs for each coming season.

Programs consist of slide shows, guided or self-guided walks, sing-a-longs, guest speakers, exhibits, brochures and leaflets. They have had trappers, experts on clam digging, scientists from the Marine Science Center, astrologists for the star gazers and geologists for the rock hounds. As many as 400 to 500 people have attended single sessions.

Competition for the limited number of positions in the program is spirited, True said, "usually about three applicants for each job." The jobs usually go to college seniors because of

their greater experience and training. Before the season starts, the successful applicants know to which park they will be assigned, and spend two weekends in the spring visiting their assigned park.

Each keeps a diary or log of his or her activities and submits it to Freed at the end of the season. He, in turn, will submit a final report to the branch.

True described the naturalists as the "good will ambassadors of the Parks Branch." They are not in the parks to make people adhere to the rules but just to help them enjoy themselves.

Each park provides a daily schedule of activities, nature trail guides, history leaflets, and other publications.

Meek wills library to park



Bob True and volunteer Vida Clark look at Meek's collection.

An Oregon history research library was willed to Champoege State Park recently by the late Rep. Fred Meek.

The library, dedicated July 9, contains more than 500 books on Indians, explorers and fur trappers, the Oregon Trail and other historic wagon routes, pioneers and settlers, early towns, transportation and other aspects of Oregon history.

A complete set of the Oregon Historical Quarterly is included.

Meek also provided \$1,000 to set up and maintain the library at the park's interpretive center. A librarian in the

park's volunteer program will establish a card file for the books.

"Many are valuable, one-of-a-kind books, so we plan to have the collection appraised," said Bob True, park historian. "We will encourage persons to use books at the library and not check them out."

Meek was the grandson of Joe Meek, pioneer mountain man and trapper, who spurred settlers to vote to form Oregon's first government at Champoege in 1843.

Fred Meek served six terms in the Oregon House from 1955 to 1967.

"As a legislator, one of his biggest dreams was to start a museum at Champoege," True said. "He tried for years to pass a bill for one. He'd be pleased to know that his dream came true when we finally started the interpretive center last year, and that his book collection is a part of it."

Several crews top 50,000 hrs.

Several highway crews topped the 50,000 continuous man-hour-without-injury mark recently. Winning SAIF merit awards for this record are:

LaGrande Engineering Crew 080-56, supervisor Joseph Schlieski, Ontario Landscape Crew 151-37, supervisor L. B. Shelton; Basque Maintenance Crew 151-02, supervisor Marvin Dunham; Enterprise Maintenance Crew 153-02, supervisor Hubert Murrill; Jordan Valley Maintenance Crew 151-08, supervisor Clyde Nichols.

Other crews earning SAIF awards include:

Honeyman Park Crew 430-04, Florence; 108,982 man-hours; Joseph Davis, supervisor, crew strength, 25 persons.

District Maintenance Crew 132-04, Port Orford; 100,179 man-hours; Fred A. Mitchell, supervisor; crew strength eight persons.

Engineering Crew 080-63, The Dalles; 100,000 man-hours; J. S. Sawyer, supervisor, crew strength, seven persons.

Movin' up the ranks...

The following employees were promoted recently.

CONGRATULATIONS!

Robert C. Bard, TECH SERV., environmental technician 2 to environmental specialist 2, Salem.

David M. Battee, HWY, engineering technician (ET) 1 to highway engineer (HE) 1, Salem.

Kenneth Coder, HWY, HE 1, Salem to HE 2, Roseburg.

Steve A. Coxen, HWY, engineering aide (EA), Umatilla, to ET 1, The Dalles.

Dwight T. Dillion, HWY, ET 1 to 2, Portland.

Dennis L. Edwards, HWY, HMW 2 to 3, Milwaukie.

Eberhard Engelmann, HWY, program executive (PE) 1, Roseburg, to PE 2, Salem.

Philip A. Fields HWY, EA to ET 1, Salem.

Mary Firmin, ADMIN, senior programmer to programmer analyst, Salem.

Terry L. Florence, HWY, ET 1 to 2, Roseburg.

Robert Lee Galles, HWY, ET 1 to HE 1, Portland.

Mark R. Gilbert, HWY, HMW 2 to 3, Portland.

Dale L. Goerke, HWY, EA to ET 1, Salem.

Steven D. Green, TECH SERV., R/W agent 2 to 3, Salem.

Winford E. Harmon, HWY, HMW 2 to 3, Central Point.

Priscilla J. Harney, TECH SERV., environmental specialist 2 to 3, Salem.

Daniel W. Helquist, HWY, ET 1 to 2, Portland.

Ralph L. Jennings, HWY, EA to ET 1, Medford.

Ronald L. Jennison, HWY, geologist 1 to 2, Milwaukie.

Carol E. Johnson, ADMIN, clerical assistant (CA) to specialist, Salem.

Roger A. Johnston, HWY, EA to ET 1, Salem.

Clarence R. Mouser, HWY, HMW 2 to 3, Canyonville.

Terry L. Mowry, HWY, ET 2, Woodburn, to HE 1, Portland.

Debby L. Mullins, HWY, CA, LaGrande, to secretary, Salem.

Charles L. Rukas, PARKS, ranger 1 to ranger 2, Farewell Bend State Park.

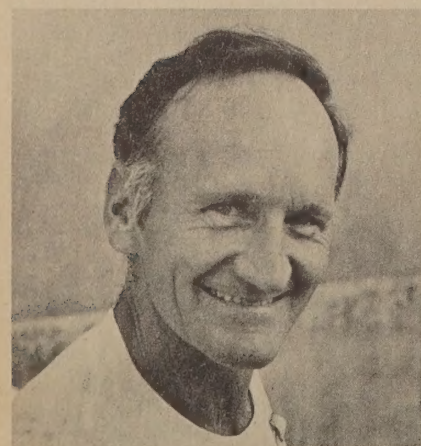
Wayne R. Singer, HWY, EA to ET 1, Salem.

Dwight A. Thornton, TECH SERV., environmental specialist 2 to 3, Salem.

John H. Thornton, HWY, HMW 2 to carpenter, Salem.



Priscilla Harney



John Thornton

Straub kicks off U.S. bond drive

The 1978 U.S. Savings Bond Drive was kicked off with a speech by Gov. Bob Straub on July 12.

He set a goal of increasing state employee participation in the program from 31 to 50 percent. He noted that Oregon ranks eighth

among states in per capita participation.

Bob Gormsen is general chairman for the drive. ODOT employees interested in buying bonds should contact Marsha Ryan, Salem, (378-8077), or division administrators.

Five retire in June, July

The following employees retired recently:

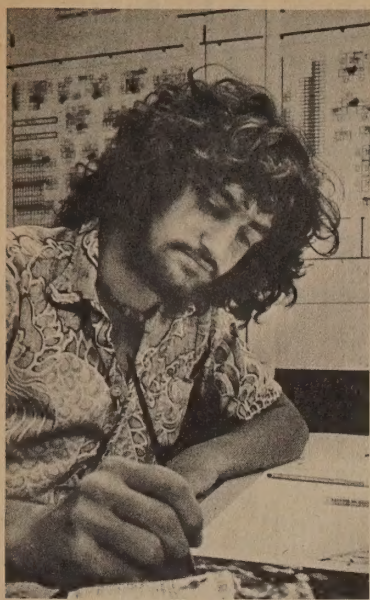
James I. Parker of Redmond; maintenance worker 3; retired June 22; 24 years.

James L. Cochrane of Condon; maintenance worker 2; retired June 30; 11½ years.

Clifford W. Dugger of Hermiston; maintenance worker 2; retired July 31; 29 years.

Velda M. Dequire of Salem; administrative assistant; retired July 31; 25 years.

John K. Walker of Nehalem; park ranger 2; retired July 31; 11 years.



Artist creates vacationland of murals

Employees at the DMV headquarters in Salem will soon be able to escape into a cool forest or tropical island.

All they have to do is look up from their desks. A mural, being designed by artist Kerry Elwood, will turn a drab, Central Inquiry area wall into a coffee-break vacationland.

Elwood, a recent North Salem High School graduate, was hired recently as a temporary CETA employee to paint interior walls in Salem and eventually in some field offices.

He plans to use "super graphics" (wild patterns, like stripes, arrows, etc.) as well as landscapes. So far, Elwood has designed several ideas for the Central Inquiry wall: a forest scene, tropical island scene, huge traffic signal and an old-fashioned telephone. Employees will pick one of them. According to Dave Davis, information representative, they are favoring the tropical island.

That's understandable. Who wants to look at a huge telephone when you spend most of the day on one? So bring on the palm trees, warm breezes . . . and Mai Tais.

Local officials form committee

City and County officials are getting closer to the heart of ODOT planning.

A proposal to form a Local Officials Advisory Committee (LOAC), was approved recently by the Transportation Commission. Coordinated by Larry Rulien, the group will review and advise ODOT on policies and programs that impact local governments.

Six members will be from the League of Oregon Cities; another six will be from the Association of Oregon Counties. They will serve two-year terms.

ODOT staff will brief the committee on such things as: status of state and federal grants; transportation surveys; court decisions impacting ODOT and local governments; new policies, legislative proposals and other information requested by the LOAC.

Rulien is the assistant director for Policy and Program Development.

ANSWERS TO QUIZ: 1-b (0.59 of a mile); 2-a; 3-c; 4-a; 5-c, (59%).

OSU interns help solve problems

"I'll scratch your back if you scratch mine."

This notorious arrangement has some shady political implications. But at the DMV, it's all above-board and has even spawned some state and national awards.

The partnership is with Oregon State University. For the past six years, two or three seniors majoring in industrial engineering have been spending their summers figuring out how to improve DMV systems and services. Several of their methods have been adopted.

They compile research papers (required for their college degrees) on assigned projects, such as how to shorten long lines, what is the best office arrangement, and where are the best locations for field offices.

The American Institute of Industrial Engineers, citing the DMV-OSU alliance, recently named the division as the Oregon Industrial Engineering Organization of the year.

"Student interns get \$900 a month, challenging projects and good work experience," says Harvey Ward, deputy administrator in charge of the program. "We get talented seniors and a professional math and theory expertise from OSU we couldn't afford otherwise."

A DMV internship is coveted, according to Ward. "We have the reputation of assigning good projects," he says, "and many of our students have passed up higher-paying internships elsewhere to work here."

Randy Riggs, one of last year's seniors, won a national first place award for his research on the ideal DMV office arrangement. He based his plan on mathematical calculations.

"The design makes efficient use of space and we're already using it at the

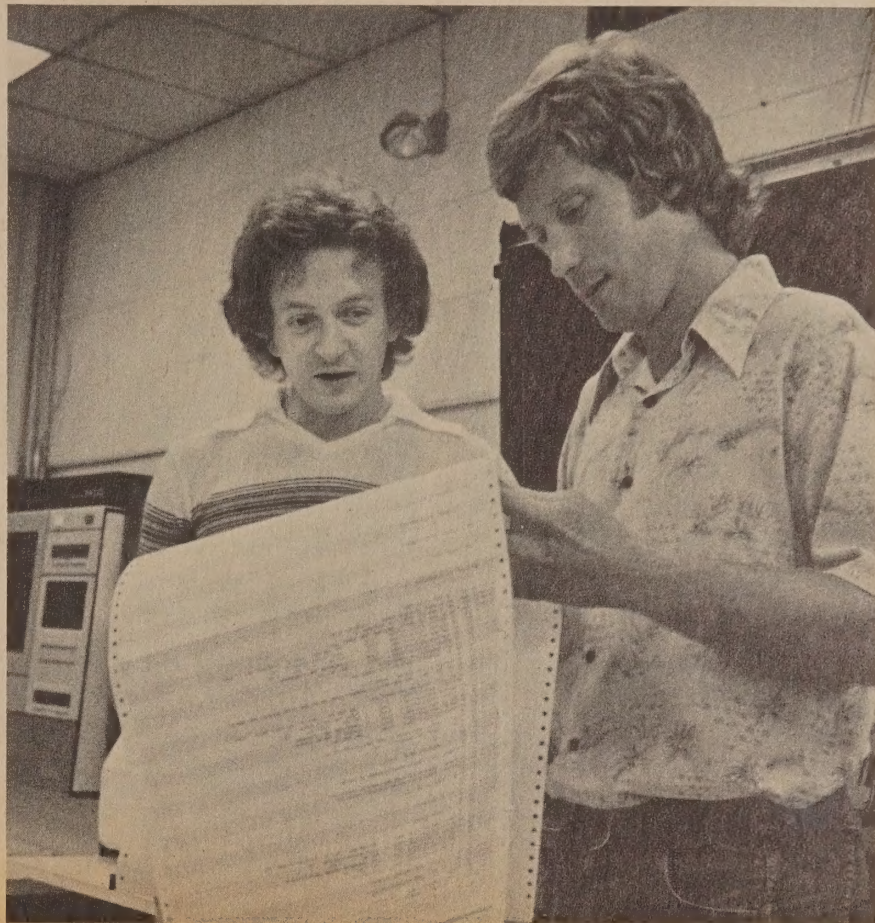
Grants Pass office," Ward says. "We will use it on others also."

Students have to prove their worth in salary. For instance, their studies should recommend a work method that would save the DMV at least \$900 a month through better time management.

This summer, interns will study

customer service levels, such as how to manage long lines during peak hours. Other projects include modernizing the inventory system and finding ways to improve registration and title processing.

The interns are Bob Waage, John Pontier and Lee Endicott.



Ross Hangartner, left, helps intern Lee Endicott with a computer print-out.

Group looks into increased rail service

How does rapid rail service two or three times a day between Eugene and Portland, with regular stops in between strike you? How about commuter services and schedules for workers and shoppers?

These and other questions are being studied by a nine-member Willamette Valley Rail Study Committee, created by the passage of Senate Bill 999 during the 1977 Legislature.

The committee has been meeting monthly since October, 1977. It has divided its work into two major areas. One is to examine the feasibility of additional rail service to be offered by the present carrier operating in Oregon, AMTRAK.

The other is to develop a new rail passenger program to be implemented over the next 20 years.

Special attention is being given to equipment, right-of-way, and operations.

ODOT's Public Transit Division is the resource agency, and its chief planner, David Paoli, serves as the committee's program director. Beth Wilson is committee assistant.

The committee reports periodically to the Transportation Commission, and must report to the 1979 Legislature. It is to complete its study by June 30, 1981.

The committee examined equipment in Vancouver, B.C., and just last month

inspected equipment being used in Chicago and Philadelphia.

Vancouver uses an older model rail diesel car similar in appearance to an AMTRAK car. It has optional power at both ends, and can make round-trips without turning around.

Philadelphia has a new rail diesel car which, according to Paoli, is the only one of its type in existence. One of the Arab nations has placed an order for several, he said.

Chicago has a gas-turbine powered train, which Paoli says can accelerate quicker and is faster. Chicago also uses a self-propelled rail diesel car made by the Fiat Company.

Service to increase

One of the committee's goals is to initiate an experimental passenger service increase in the Willamette Valley by 1979. The committee members met with AMTRAK officials in Washington, D.C. during their trip east last month.

To fund the program, Legislature appropriated \$150,000 to the Emergency Fund. The Emergency Board thus far has approved the release of \$138,000, which provides for the hiring of a consultant to develop the 20-year implementation portion of the program. The firm selected last month was Alan M. Voorhees & Associates, Inc. of Berkeley, CA.

Members of the committee were appointed by the governor, president of the senate, and speaker of the house.

State Senator Keith Burbidge is chairman. Other members are Senator George Wingard, vice chairman; Representatives Mary McCaley Burrows, George Starr, and Robert Vian; Joseph Neal, Southern Pacific Railroad; William Parish, Oregon Association of Railway Passengers; William Price, United Transportation Union; and Elsa Coleman, citizen.

Trans-Trivia

TRANSPORTATION QUIZ

- The shortest state highway is:
 - Cape Arago Hwy.
 - Vancouver Ave.
 - Gov. Camp to Timberline.
- What transportation mode uses the least amount of energy? The most?
 - Bus, air carrier.
 - Amtrack, standard car.
 - Compact car, commuter airline.
- The National Safety Council estimates that an average traffic-related death represents a loss of how much money? (considering hospital, funeral, loss of projected income, etc.)
 - \$20,000
 - \$50,000
 - \$125,000
- Tracks for the first railroad in the west were laid in Oregon in 1859. The "Oregon Pony" ran:
 - From Bonneville to what is now Cascade Locks.
 - From Portland to Salem.
 - From Oregon City to Portland.
- The biggest percentage of transportation disadvantaged persons (young, old, handicapped, poor) live in what county? Figures based on percentage of population.
 - Multnomah
 - Douglas
 - Tillamook



Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

CANDID COMMENTS

In view of the recent tax payers' revolt, how do you feel about being a state employee?



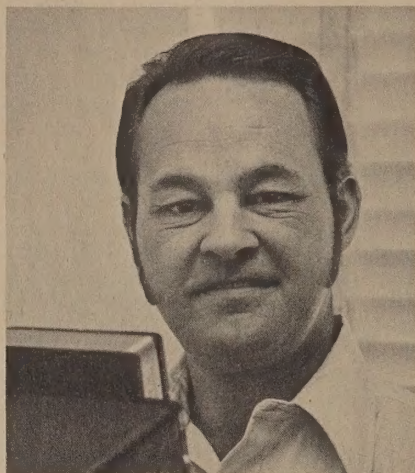
**HOWARD BOSCH, HWY
ET 1, Burns**

I think the people of Oregon are in for a big surprise if this situation develops like it did in California. The state services that they have come to depend on, like good roads, are going to be hard to find.



**DEBBIE RAMSEY, HWY
Secretary, Salem**

I'm embarrassed and a little ashamed to be a state employee at this time because from my position, I am able to see a lack of organization, lack of supervisory management, lack of employee utilization resulting in over-spending, and duplicating of services. Therefore, I can sympathize with the public's negative views of government.



**JERRY TIMBS, DMV
MVR 1, Grants Pass**

My honest feeling? It occurred to me that I may be out of a job. As employees, we won't be getting pay increases, probably. The revolt couldn't have come at a worse time for the DMV. We're already over-loaded with long lines, that keep getting longer. There will be a lot of pressure in the months ahead for us.



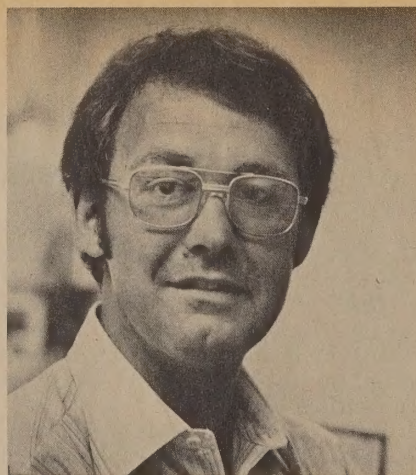
**MERL SWEARINGEN, PARKS
Ranger 2, Memaloose**

As a state employee, I too feel we need some tax relief, but what effect it will have on state government, I don't know. We need money to run our state, but maybe everyone will have to tighten their belts a little.



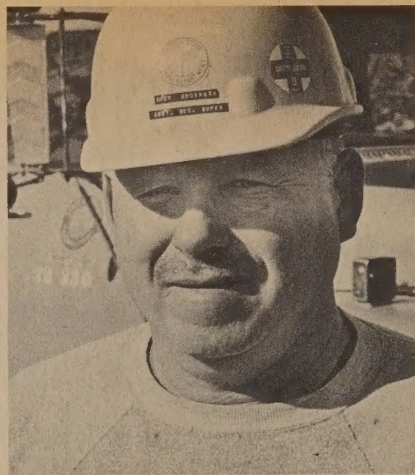
**ANDREW PATADOFF, HWY
Structural Inspector, Milwaukie**

I feel pretty good. It's too bad, though, that the gas tax didn't pass. I think the public's "anti-government" attitude will affect how fast we fix the roads.



**JIM VANCE, DMV
Office manager, Ontario**

Like a piece of pressed meat? Drastic cutbacks will make my job harder (if I have one). The taxpayer is frustrated and wants relief. A reduction within reason is in order but taxes are the price we pay for our standard of living. I have visited and lived in other counties and this one suits me fine.



**ANDY ANDERSON, HWY
HMS 1, Pistol River**

I feel great about it. Generally, the public doesn't give us much "guff" down here. As a private citizen, however, I'm not for the Proposition 13 move in Oregon. We need more research on its effects before I'd go for it.



**MARZETTA GOOSEBERRY, DMV
MVR 2, North Portland**

I won't say whether I'm for or against Oregon's version of Proposition 13, but I hope that the freeze on hiring does not affect the chances of promotions or the loss of any jobs.

**ROB CAMERON, METRO
HE 4, Portland**

We will have less money to carry on essential services. We can expect cutbacks in some areas, lay-offs and an attempt to cut pay by withholding raises. Cutting pay is not the way to go. The efficient worker would leave, while the poor worker would stay. As a state employee, I feel somewhat frustrated, because much of the public's ill feeling is a result of the federal regulations we have to administer. But State and local government workers are on the firing line because they are the handiest.



**BUNNY SCHMIDT, PARKS
Park Aide, Devils Lake**

I feel concerned because, being low on the totem pole, I could be out of a job. Working with the public, I hear many people remark on how beautiful our parks are. It's sad, because if we don't maintain our funds, it will all go downhill.

Rooster Rock: A lot to crow about

The tall basalt monolith towering over Rooster Rock State Park has been a long time landmark. Lewis and Clark noted it and camped nearby on Nov. 2, 1805.

According to the Oregon Geographic Names Board, the park's namesake rock has "phallic significance" which might lead you to believe that this article is about the controversial nude bathing area recently set aside at the park.

Controversy? Yes, but over cows, not nudes.

Cow complaints top list

Believe it or not, Gov. Bob Straub has received more mail about cattle grazing at this Columbia River park about 25 miles upstream from Portland than on any other ODOT-related issue since he took office.

The March/April issue of "Earthwatch", a publication of the Oregon Environmental Council, reviewed an emerging "multiple-use" concept of managing state lands with details about the grazing of cattle on acreage at Rooster Rock not generally accessible to the public.

(Ed. note: A five-year grazing permit for about 70 of the 812 acres at Rooster Rock was issued in 1958 but not renewed in 1963. The practice was re-instituted in January, 1977.)

More like a barnyard

In response to the article's call for letters to the governor, scores of readers shot off a flurry of complaints. While

most letter writers were long on indignation over the "Earthwatch" contention that a summer of grazing had left the land "looking more like a barnyard than a state park," several long-time Columbia Gorge natives applauded the return of the cows.

Alice Ellis, a lifelong resident, waxed romantic about the benefits. In a letter to Straub, she noted that "since the state took over this land, the nettles and blackberries were taking everything over until last year when cattle grazing was again permitted. Now you can again walk the trails, see the wildlife, listen to the birds, view the Wapato (wild, edible plants) and enjoy the good country smells, cow manure and all."

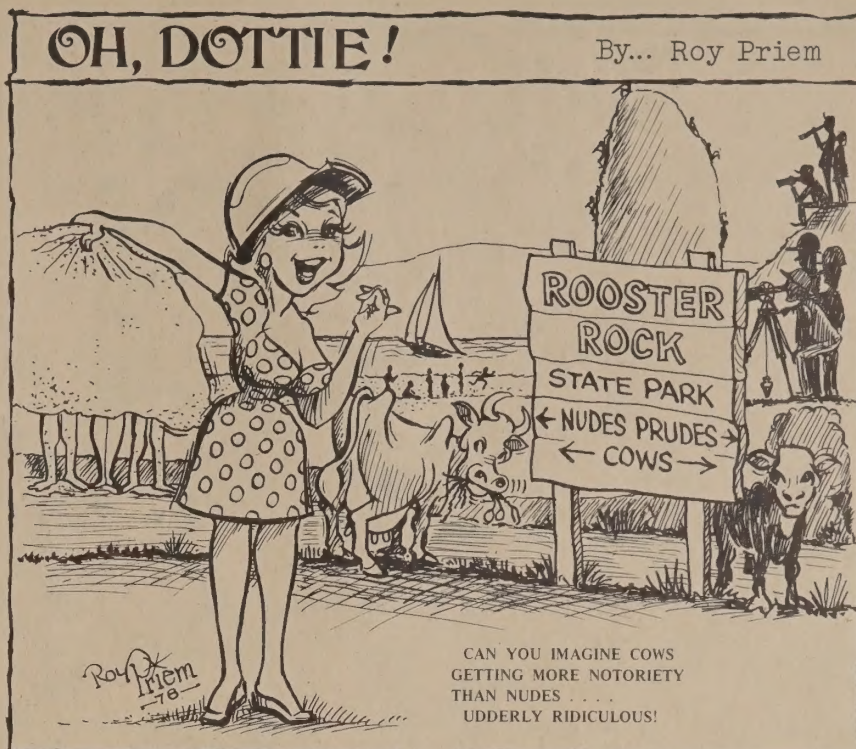
Meanwhile, a special task force was studying the effects of multiple-use practices on state-owned gorge lands. One recommendation supported continued grazing, but not in the wetlands.

Cows, nudes "segregated"

Within the past two months, the grazing permit holder has erected fences to keep the cows away from Young and Latourelle Creeks and the Wapato areas.

The interim policy will prevail, pending a full-scale master plan for all of the state parks in the western Columbia Gorge.

As to the policy of setting aside a remote strip of beach for nude bathing, Parks Information Representative Kathy Straton reports no problems. Even an article citing Rooster Rock as one of



America's best nude bathing areas ("Guide to the Nude Beaches of the U.S.", in the June 1978 issue of *Free Beaches*, published in Oshkosh, Wisconsin), hasn't triggered a flood of inquiries.

Meanwhile, with the cows grazing and the voyeurs gazing, Rooster Rock

has gained public attention unequalled by any other park in Oregon.

And whether fan or foe, one can only admire the constitution of the cows, who, munching contentedly, have cleared the area of blackberries and nettles, oblivious to the prickly controversy.

ODOT 'gypsies' forecast future

Editor's note: This article is part of a series describing the various sections and units of ODOT.

Tucked away in a corner of the Salem Transportation Building is a small group of economists whose work might be categorized as crystal ball gazing.

The Financial Planning and Economics Section "looks at the future," says manager John Quigley, "as compared with the budget and accounting people who look at history."

Quigley's seven-member staff

of construction. Those "promises" can be kept only if enough money is available when it is needed.

Even a small oversight in predicting the effects of fuel conservation on gas tax revenues might lead to over-estimating income by millions of dollars—and that would mean breaking the promise of building those long-awaited road improvements in numerous communities.

In addition to the Six-Year Program, recent accomplishments of the section include cost responsibility studies on

The staff collects and distributes data through an extensive network of internal and external contacts.

They maintain regular contact with Revenue, Economic Development and Executive departments as well as with the Public Utility Commissioner, private associations representing truckers, railroads, shipping, air and bus lines, several federal agencies and the League of Oregon Cities and Association of Oregon Counties.

And they periodically pack their "crystal ball" from the Transportation Building's fifth floor to the firing line of legislative inquiries into ODOT's financial future.

Impressive credentials

The staff boasts an impressive collection of credentials and backgrounds. Quigley was a self-employed management consultant in Colorado before joining ODOT last April. He holds a master's degree in government management.

Henion worked his way from a research analyst in 1966 to his current job as head transportation economist. He has a bachelor's degree in economics from Portland State University and has done graduate work at Washington State University.

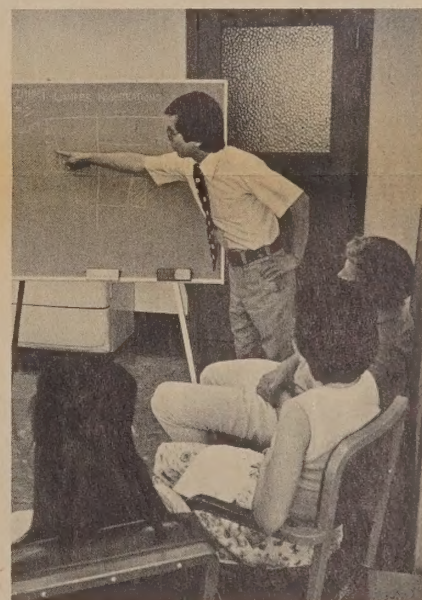
George Burgess, also holds a bachelor's degree in economics. He has worked for RCA, Portland State University and the First National City Bank of New York.

Betty Chou, statistician, earned her Ph.D. in statistics from Oregon State University. She also teaches math part-time at Chemeketa Community College.

Ryuji Torihara, economist, received his master's degree in economics from Willamette University under a Federal Highway Administration grant.

Linda Apple started out as Henion's secretary. After receiving a perfect score on the research analyst exam, she joined the staff as an analyst 2 and is currently working toward a bachelor's degree in economics.

Rod Leback, economist, received a bachelor's degree in economics from OSU.



Members of the unit gather for a presentation by Ryuji Torihara, economist.

Cities merge aero planning, business efforts

For the first time, the chambers of commerce in three prominent cities are getting their heads together on aviation matters.

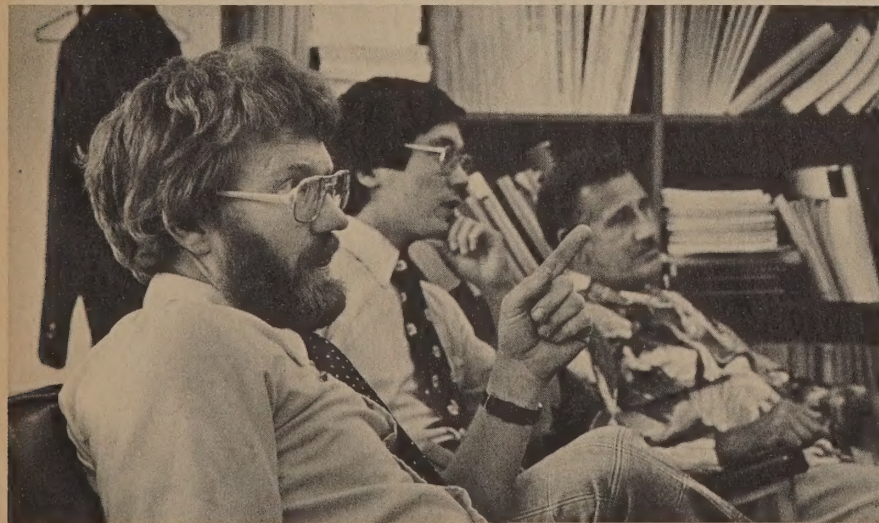
The aviation committees of the Medford, Eugene and Portland chambers held a "fly-in" meeting in Cottage Grove to explore joint efforts in the aviation development of their areas.

About 60 members attended. Aeronautics Administrator Paul Burket was the main speaker.

Burket outlined ODOT's concern in national, state and local planning, and discussed legislation, tax and zoning issues.

"These meetings really help put our office in touch with the aviation business communities and strengthens our communication," he said.

The three chambers plan to hold future meetings around the state and will invite other chambers to participate.



Having group discussions is part of the Branches' role in financial forecasting. Above, from left, is Lloyd Henion, Ryuji Torihara and John Quigley.

produces an endless flow of statistical material projecting the financial implications of topics from Sno-Park permits, compliance with federal fuel conservation measures, a switch back to annual vehicle registrations, to removing newly-acquired State Parks property from county tax rolls.

Revenue forecasts are essential in planning ODOT's programs.

A glance at just one document, the current Six-Year Highway Improvement Program, reveals the importance of developing reasonably accurate "guestimates." Scores of projects costing hundreds of millions of dollars are promised up to six years in advance

trucks, passenger vehicles and recreational vehicles; tourist revenue studies; park user fee analyses; and development of more sophisticated transportation revenue forecasting methods.

Under the umbrella

The section has expanded its role since the old Highway Department first appointed a trained economist to predict future revenue collections shortly after World War II.

Lloyd Henion, section supervisor, says the current scope of the work came about as a result of the merger of several agencies under the ODOT umbrella in 1973.

On the job with Velma Mays

By Shannon Priem Allen

The modern Sacajawea

"Help, I'm lost! How do I get out of here?"

The young woman sounds distraught. The child with her is restless. It's hot. A crowd of people have gathered in line behind her and they, too, have questions.

The tall woman behind the counter takes the scene in stride. She whips out a state highway map, subconsciously shifts her half-glasses low on her nose and patiently unravels the confused tangle of freeways and directions in the woman's mind.

Her low voice has a slightly nasal but soothing drone to it. The blue eyes peering over the glasses are kind. Her smile is frequent and reassuring. And her uncomplicated directions out of the God-forsaken Portland jungle are thankfully accepted like manna in the wilderness.

Guiding the explorers

Velma Mays is the "Sacajawea" of the modern expedition. As head of the State's busiest visitor information center in Portland, she guides travelers through Oregon's mountains, valleys, deserts and coastline -- all from behind a counter in a small office, using a state highway map (which several travelers claim she can read better upside-down than they can read rightside-up.)

She's also armed with hundreds of brochures describing Oregon's points of interest. She replenishes the more popular stacks several times a day. On a busy day, over 500 visitors will pass through the center.

Besides dozens of "where am I's?" she tackles a potpourri of questions and problems. Here's a sample this reporter noted during a recent visit:

An endless reservoir

Where's the nearest golf course? What's the least curvey way to the coast? Where are the best historic sites? Where is a cheese factory? Is there a gas station open 24-hours in Pendleton? When are the sea lions in their caves? Where's the best Portland Chinese restaurant? Does Oregon have a rain forest?

She pulls answers and directions from a seemingly-endless reservoir in the back of her mind, signing each visitor



Velma takes a quick breather from a busy travel information counter.

off with a cheerful "Have a good trip!" Between customers you can hear her mutter in that low, nasal voice, "Boy, we could use some more Portland maps."

There's finally a lull in business at the counter. She plops her long, slender frame into the nearest chair. With a husky laugh, she asks the reporter, "Well, how does this place grab you?"

The reporter thinks to herself that the drab, hospital-green office isn't nearly as colorful as Velma's advice to travelers. Openly, she admits feeling "rather stupid" in the presence of this walking encyclopedia, especially after trying unsuccessfully to direct a driver to East Portland while Velma was busy with someone else.

How did she become such an expert on Oregon travels?

Velma sloughs off the praise. "You get to know these things when you work here," she says, adding dryly, "And when you have to, it's *amazing* what you can dig up out of the back of your head."

Jokingly, she boasts a little: "I've lived just about everywhere in Oregon and knew most of it by the time I was 10."

"As a girl, I used to hunt and fish everywhere with my father," she



Velma Mays

explains, "and picked up his avid interest in geography and history."

How does she view the traveling public? "I've always found people fascinating," she says. "Travelers are impressed with the variety of Oregon's beauty, and especially with its cleanliness."

There have been "little episodes" she says. "We still get a few who can't forget the old anti-Oregon campaign." They throw the old 'visit-Oregon-but-don't-stay, huh?' line at her, which she laughs off and dispels with "No, you're more than welcome here."

Velma also gets tourists who march into her office "and announce loudly, 'well here we are!'" she says, adding with a playful grin, "and I've always had this little urge to say, 'well, so?'"

"These people tend to ask us what they're supposed to be interested in here," she says, "so we draw out their interests and help work up a vacation plan. People all have different approaches. You learn to read them well."

Practicing what she preaches

When Velma isn't working during the winter months, she takes her own "advice"--traveling with her husband. They also enjoy their five-acre farm in Hood River. Before moving there last year, they lived in Brookings, where Velma worked three seasons at the Brookings Border Information Center. This is her first season as the Portland center supervisor. She works with two other travel guides.

Besides seeing the travelers increase each year, Velma has noticed a change in her clientele. "We see more and more older couples who travel for a living. Housing has become so expensive -- they literally live in their trailers, finding traveling less expensive than maintaining and paying taxes on a home."

Has Velma ever been stumped by a traveler's question? She thinks for a moment. "Well there was one woman who was looking for something that had us both confused. Then I found out she thought she was in Seattle!" Velma laughs, adding seriously, "I think some Canadians actually pass through Washington and don't know it."

Velma enjoys "helping people enjoy themselves." She can't think of a job she'd rather be doing.

Retirees Let Us Know What's Happening

An early start

James E. Wilson, 1780 McPherson Ave., North Bend, 97459. Retired 1968.

After spending most of his life building Roseburg-area highways, Jim has met his just reward: hunting and fishing.

He and his wife Verta also enjoy traveling. They've spent winters in Arizona, Mexico and Canada.

In a letter, Jim reminisced about his career. He started at age 12 hauling rock, working with horse teams and laying planks for roads.

"We farmed 300 acres then, but always spent a month each summer working on county road," he wrote.

From 1933 until he retired, he was a maintenance foreman in Coos Bay.

Leaving the sick bed

Atley P. Chapman, 222 West Hazel St., Roseburg, 97470. Retired 1975.

Atley writes that he is over his illnesses and that his wife has also retired (following her heart surgery). Both are now improving their golf scores.

They visited relatives back east

and in Canada. They are currently taking care of three grandchildren. "They keep us busy as we have to keep them busy," Atley writes.

Roseburg is an ideal retirement area for the Chapmans. They take advantage of the Umpqua Community College, "and always have places to go and things to do."

Stamping 'round the world

Tom Pomeroy, 243 NW 23rd, Newport, 97365. Retired 1976.

Tom's stamp collecting hobby has mushroomed since he retired. "We took on the chore of producing the three large philatelic shows in the northwest for the American Stamp Dealers Association," he writes, "and found ourselves in Portland, Seattle and Vancouver, B.C."

He and his wife also attended the world's largest stamp show in Toronto, with five acres of exhibits and several million dollars worth of stamps on display.

Then they traveled through northern Canada into Jasper and Banff, on their way to Seattle to help plan the 1979 American Stamp Dealers Association show.

Tom has been planning to go fishing

and clamming, but he just hasn't had the time.

Stump farm to postage stamp

John L. McBride, 1184 Quinalt St., Springfield. Retired, 1968.

Following a heart attack and other illnesses, the McBrides decided it was time to leave their "stump farm" up the McKenzie River and move into town where they could be closer to shopping centers.

"We are enjoying fixing up our postage-stamp sized yard and smaller yet garden," writes John.

"Handling" retirement

Ray O. Hart, P.O. Box 214, Port Orford, 97465. Retired, 1977.

Ray and his wife, also known as "Corndog" and "Patches", are enjoying their CB radio hobby. Other CBers can catch them on the road on channel 17. They have also started a Cape Blanco Lighthouse card trading club. The couple chose their CB handles because "my wife loves to quilt and I love corndogs," Ray says.

Ray also enjoys hunting stones and cutting and polishing them for jewelry.

Via

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